

# The Hongkong Telegraph.

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## Banks.

### YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP ..... Yen 24,000,000  
RESERVE FUND ..... " 15,550,000

#### Branches and Agencies.

TOKIO, CHEFOO, TIENSIN, KOBE, OSAKA, NAGASAKI, LONDON, PORT ARTHUR, LYONS, NEW YORK, SAN FRANCISCO, HONOLULU, HOMBAY, SHANGHAI, HANKOW.

#### Head Office—YOKOHAMA.

HONGKONG:—INTEREST ALLOWED.  
On Current Account at the rate of 2 per cent.  
per Annum on the Daily Balance.

On Fixed Deposits:—  
For 12 months ..... 5% p.a.  
" 6 " ..... 4% " "  
" 3 " ..... 3% " "

TAKAO TAKAMICHI,  
Manager.

Hongkong, 31st October, 1907. [23]

### INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES  
IN CHINA, THE PHILIPPINE ISLANDS AND  
THE REPUBLIC OF PANAMA.

CAPITAL PAID UP ..... GOLD \$3,250,000  
ABOUT MEX \$7,222,222  
RESERVE FUND ..... GOLD \$2,500,000  
ABOUT MEX \$5,222,222

HEAD OFFICE:  
60 WALL STREET, NEW YORK.

LONDON OFFICE:  
THREADNEEDLE HOUSE, E.C.

LONDON BANKERS:  
BANK OF ENGLAND,  
NATIONAL PROVINCIAL BANK OF  
ENGLAND, LIMITED,  
THE CAPITAL AND COUNTIES BANK, LTD.  
BRANCHES AND AGENTS ALL OVER THE  
WORLD.

THE Corporation transacts every Description  
of Banking and Exchange Business,  
receives Money in Current Account at the  
rate of 2 per cent. on daily balances and ac-  
cepts Fixed Deposits at the following rates:—  
For 12 months 4½ per cent. per annum.  
" 6 " 4 " " "  
" 3 " 3 " " "

No. 9, Queen's Road Central,  
Hongkong.

W. M. ANDERSON,  
Manager.

Hongkong, 23rd January, 1908. [25]

### NEDERLANDSCHE HANDEL- MAATSCHAPPIJ.

(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL Fl. 45,000,000 (£3,750,000).  
RESERVE FUND Fl. 5,378,375  
(about £448,000).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES:—Singapore, Penang, Shanghai,  
Rangoon, Samarang, Sourabaya, Cheribon,  
Tegal, Pecalongan, Pasoeroean, Tjilatjap,  
Padang, Medan (Deli), Palembang, Kota-  
Radja (Acheen), Bandjermasin.  
Correspondents at Macassar, Bombay, Colombo,  
Madras, Pondicherry, Calcutta, Bangkok,  
Siam, Saigon, Haiphong, Hanoi, Amoy,  
Yokohama, Kobe, Melbourne, Sydney,  
New York, San Francisco, &c.

LONDON BANKERS:

THE UNION OF LONDON AND SMITHS  
BANK, LIMITED.

THE Bank buys and sells and receives for  
collection Bills of Exchange, issues  
letters of credit on its Branches and correspond-  
ents in the East, on the Continent, in  
Great Britain, America, and Australia, and  
transacts banking business of every description.

INTEREST ALLOWED.

On Current Accounts 2½ per cent. on daily  
balances.

Fixed Deposits 12 months 4½ per annum.

Do. 6 do. 4 do. do.

Do. 3 do. 3½ do. do.

J. L. VAN HOUTEN,  
Agent.

Hongkong, 18th November, 1907. [26]

## Banks.

### HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ..... \$15,000,000  
RESERVE FUNDS:—  
Sterling £1,500,000 at 5/11= \$18,000,000  
Silver ..... \$13,500,000  
RESERVE LIABILITY OF PROPRIETORS \$15,000,000

#### COURT OF DIRECTORS:

Hon. Mr. Henry Keswick, Chairman.  
E. Goetz, Esq., Deputy Chairman.  
G. Frieland, Esq. E. Shelling, Esq.  
A. Fuchs, Esq. R. Shaw, Esq.  
C. R. Lessmann, Esq. H. A. W. Slade, Esq.  
G. H. Medhurst, Esq. H. E. Tomkins, Esq.  
A. J. Raymond, Esq.

#### CHIEF MANAGER:

Hongkong: J. R. M. SMITH.

MANAGER:  
Shanghai: H. E. R. HUNTER.  
LONDON BANKERS—LONDON AND COUNTY  
BANKING COMPANY, LIMITED.  
HONGKONG:—INTEREST ALLOWED.  
On Current Account at the rate of 2 per cent.  
per Annum on the daily balance.

#### ON FIXED DEPOSITS:

For 3 months, 2½ per cent. per Annum.  
For 6 months, 3½ per cent. per Annum.  
For 12 months, 4 per cent. per Annum.  
J. R. M. SMITH,  
Chief Manager.

Hongkong, 15th February, 1908. [24]

### HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted  
by the HONGKONG AND SHANGHAI  
BANKING CORPORATION. Rules may be  
obtained on application.

INTEREST on deposits is allowed at 3½ PER  
CENT. per annum.

Depositors may transfer at their option  
balances of \$100 or more to the HONGKONG AND  
SHANGHAI BANK to be placed on FIXED  
DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI  
BANKING CORPORATION.

J. R. M. SMITH,  
Chief Manager.

Hongkong, 12th January, 1907. [28]

### THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.  
HEAD OFFICE:—LONDON.

PAID-UP CAPITAL ..... £1,200,000  
RESERVE FUND ..... £1,475,000  
RESERVE LIABILITIES OF PROPRIETORS  
..... £1,200,000

INTEREST ALLOWED ON CURRENT  
ACCOUNT at the rate of 2 per cent. per  
annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 per cent.

" 6 " 3 " " "

" 3 " 2 " " "

JOHN ARMSTRONG,  
Manager.

Hongkong, 6th January, 1908. [29]

### DEUTSCHE ASIATISCHE BANK.

CAPITAL FULLY PAID-UP—Sh. Tael 7,500,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:  
Berlin, Calcutta, Hamburg, Hankow,  
Kobe, Peking, Singapore, Tientsin,  
Tainanfu, Tientsin, Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND  
BANKERS:  
Koenigliche Seehandlung (Preussische  
Staatsbank)  
Direction der Disconto-Gesellschaft  
Deutsche Bank  
S. Bleichroeder  
Berliner Handels-Gesellschaft  
Bank fuer Handel und Industrie  
Robert Warshawsky & Co.  
Mendelssohn & Co.  
M. A. von Rothschild & Soehne, Frankfurt  
Jacob S. H. Stern  
Norddeutsche Bank in Hamburg, Hamburg.  
Sul. Oppenheim Jr. & Co., Koeln.  
Bayerische Hypotheken und Wechselbank,  
Muenchen.

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS.

THE UNION OF LONDON AND SMITHS BANK,  
LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENTS.

DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be  
learned on application. Every description of  
Banking and Exchange business transacted.

A. KOEHN,  
Manager.

Hongkong, 4th December, 1907. [30]

## Ships.

### PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STREAMERS	TO SAIL ON	REMARKS
SHANGHAI	{ DELHI } Capt. J. D. Andrews, R.N.R.	About 21st Feb.	Freight and Passage.
LONDON, &c., via usual Ports	{ DEVANHA } Capt. T. H. Hilde, R.N.R.	22nd Feb. Noon.	See Special Advertisements.
MOJI, KOBE & YOKOHAMA	{ PALMA } Capt. G. W. Cockman, R.N.R.	About 29th Feb.	Freight only.
SHANGHAI, MOJI, KOBE & YOKOHAMA	{ BORNBO } Capt. G. W. Gordon, R.N.R.	About 1st Mar.	Freight and Passage.
LONDON and AMSTERDAM via SINGAPORE, PENANG, COLOMBO and PORT SAID	{ SOCOTRA } Capt. W. R. Hickey	About 4th March.	Freight only.

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 19th February, 1908. [7]

## Intimations.

### LANE, CRAWFORD & CO.

THE  
REAL MACKENZIE WHISKY,  
VERY SPECIAL LIQUEUR.

\$21.00 PER DOZ. \$1.85 PER BOTTLE.

CLAN MACKENZIE WHISKY,  
OLD MATURED.

\$14.00 PER DOZ. \$1.20 PER BOTTLE.

These Whiskies are prepared from the  
choicest ingredients, correctly distilled  
and aged in wood. It is the most perfect  
stimulant obtainable.

SOLE AGENTS IN THE EAST—

LANE, CRAWFORD & CO.

Telephone 97.

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## V. O. S.

AND

EXTRA SPECIAL FINEST  
LIQUEUR

ARE THE BEST WHISKIES OBTAINABLE.

Telephone  
No. 75.

CALDBECK, MACGREGOR & CO.

WINE AND SPIRIT MERCHANTS,

15, Queen's Road Central.

Hongkong, 30th January, 1908. [40]



### THE CITY OF PARIS,

PARISIAN DRESSMAKERS AND COURT MILLINERS.

2, PEDDER STREET, MADAME FLINT, MANAGERESS.

Now Showing—Another Large Stock

## NEW GOODS,

Specially Imported for the Races.

## CHAMPAGNE.

G. H. MUMM & CO.

THE MOST POPULAR WINE

Can be had in the following qualities:  
EXTRA DRY (Gout American).  
BRUT (Cordon Rouge).

Sales in the United States exceed the total of  
all other Brands.

Served in all Clubs and First-class Hotels,  
and obtainable at all Wine Merchants in the  
Colony, and from Shewan, Tomes & Co., sole  
agents.

## Shipping—Steamers

### HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF

THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND  
THE CHINA NAVIGATION COMPANY, LTD.

#### HONGKONG-CANTON LINE.

S.S. "HONAM" 2,363 Tons, "POWAN" 2,338 Tons, "ZATSHAN" 2,360 Tons,  
"KINSHAN" 1,995 Tons, "HEUNGSHAN" 1,998 Tons.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 10 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M., 5 P.M. and 5.30 P.M. (Sunday excepted).

The S.S. "POWAN" will leave Hongkong every Monday, Wednesday and Friday at 9 P.M. from Queen Street Wharf West, returning from Canton every Tuesday, Thursday and Saturday, at 5 P.M.

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River.

Special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

#### HONGKONG-MACAO LINE.

S.S. "SUI-AN" 1,651 Tons and "SUI-TAI" 1,651 Tons.

Departures from Hongkong to Macao on week days at 8 A.M. from the Wing Lok Street Wharf and at 2 P.M. from the Company's Wharf.

On Sundays Special Cheap Excursions as per particulars at foot.

Departures from Macao to Hongkong on week days at 7.30 A.M. and 2 P.M.

On Saturdays, the afternoon steamer "SUI-AN" from Macao will arrive at the Douglas Wharf.

JOINT SERVICE OF

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.,  
THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION  
COMPANY, LTD.

#### CANTON-WUCHOW LINE.

S.S. "SAINAM" 588 Tons, and "NANNING" 569 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

#### EXCURSION TO MACAO.

On SUNDAYS, the Company's Steamship "SUI-AN" will depart from Douglas Wharf at 9 A.M. Returning from Macao at 6.15 P.M. to the Wing Lok Street Wharf.

Popular Excursion Rates as usual.

N.B.—The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from Company's Wharf. This steamer connects with the returning steamer from Macao.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO. LD.,  
HOTEL MANSIONS, (FIRST FLOOR),  
opposite the Hongkong Hotel. [6]

## Entertainment.

THEATRE ROYAL CITY HALL.  
THE HONGKONG AMATEUR DRAMATIC  
CLUB  
WILL PRESENT

### "THE LIARS"

AN ORIGINAL COMEDY, IN FOUR ACTS,

BY  
HENRY ARTHUR JONES.

TO-MORROW (THURSDAY).....70th February

FRIDAY.....21st "

SATURDAY.....22nd "

Doors open at 8.30 P.M. Performance at 9 P.M.

#### CAST.

Colonel Sir Christopher Deering.....Mr. H. L. Hutchings.  
Edward Falkner.....Mr. John Robertson.  
Gilbert Nepean, LADY JESSICA'S HUSBAND.....Mr. Arthur Chapman.  
George Nepean, GILBERT'S BROTHER.....Mr. C. T. Beath.  
Freddie Tatton, LADY ROSAMUND'S HUSBAND.....Mr. Mowbray S. Northcote.  
Archibald Coke, DOLLY'S HUSBAND.....Major H. Broke, R.E.  
Walter at "THE STAR AND GARTER".....Mr. L. Comm. Dickens, R.N.  
Gadsby, FOOTMAN AT FREDDIE TATTON'S.....Mr. Bitten.  
Taplin, SIR CHRISTOPHER'S SERVANT.....Mr. F. Nesbitt.  
Footmen at Cadogan Gardens.....Mr. H. V. Wilkinson.  
Lady Jessica Nepean (SISTERS).....Mrs. W. Logan.  
Lady Rosamund Tatton.....Mrs. Van der Woude.  
Dolly Coke, THEIR COUSIN.....Mrs. H. W. Clothier.  
Beatrice Ebercoe.....Mrs. Arthur Chapman.  
Mrs. Crespin.....Mrs. O. D. Thomson.  
Ferris, LADY JESSICA'S MAID.....Miss Chatham.

Prices.....\$5, \$2 and \$1.

Sailors and Soldiers in uniform half-price to Pit Stalls and Pit.  
Booking Office at the ROBINSON PIANO CO., open on and after MONDAY, the 18th  
February, 1908, at 10 A.M.  
Hongkong, 19th February, 1908. [94]

### VICTORIA HOTEL,

(TELEGRAMS—VICTORIA—SHAMKUN).  
SHAMKUN, CANTON.

ON THE BETTER CONCESSION.

H. HAYNES,  
Manager.

### MACAO HOTEL,

(TELEGRAMS—FARMER—MACAO).  
MACAO, CHINA.

IN THE CENTRE OF THE PRAIA GRANDE.

BOTH HOTELS ELECTRICALLY LIGHTED AND UNDER EXPERIENCED  
EUROPEAN MANAGEMENT.

EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND  
TOURISTS.

Wm. FARMER, Proprietor.

## Hotels.

### HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

Military Band during dinner on Saturday Nights.

Hongkong, 21st June, 1907.

A. F. DAVIES,  
Manager.

### CONNAUGHT HOTEL, HONGKONG.

A FIRST-CLASS EUROPEAN HOTEL,  
SITUATED IN THE MAIN STREET NEAR THE BANKS AND PRINCIPAL OFFICES.

STRICTLY EUROPEAN MANAGEMENT.

Wines and Spirits of the very Best Quality.

Bath to Every Room.

Hot and Cold Water Throughout.

Hotel Launch Meets all Steamers.

Special Terms for Tourists and Parties or Families.

FOR TERMS APPLY TO—

THE MANAGER & AGENT.



## Shipping—Steamers.

## NORDDEUTSCHER LLOYD,

BREMEN.

## IMPERIAL GERMAN MAIL LINES.

FOR STEAMERS TO SAIL

NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG ..... "KLEIST" ..... WEDNESDAY, Noon, 26th Feb., 1908.  
Capt. Rud Meyer.....

MANILA, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE ..... "PRINZ SIGISMUND" ..... TUESDAY, 5 P.M., 3rd Mar., 1908.  
Capt. v. Binner.....

SHANGHAI, NAGASAKI, KOBE and YOKOHAMA ..... "PRINZ LUDWIG" ..... About TUESDAY, 3rd Mar., 1908.  
Capt. v. Binner.....

KUDAT and SANDAKAN ..... "BORNEO" ..... Middle of March.  
Capt. F. Sembill.....

For further Particulars, apply to

NORDDEUTSCHER LLOYD.  
MELCHERS & CO.,

GENERAL AGENTS, HONGKONG &amp; CHINA.

Hongkong, 19th February, 1908.

## WEST RIVER BRITISH STEAMSHIP COMPANIES.

HONGKONG-WUCHOW LINE.

THE Steamers "LINTAN" and "SAN-UI" SAIL FROM HONGKONG TWICE A WEEK AND COMPLETE THE ROUND TRIP IN 6 DAYS. These steamers have Excellent Saloon Accommodation, and are Lighted Throughout by Electricity. THE CLIMATE ON THE WEST RIVER DURING THE WINTER MONTHS IS VERY FINE AND EXHILARATING.

For further information apply to— BUTTERFIELD & SWIRE, AGENTS, WEST RIVER BRITISH S.S. COMPANIES. Hongkong, 2nd November, 1907.

## REGULAR HONGKONG-CANTON LINE OF STEAMERS

COMPAGNIE FRANCAISE DES INDES ET DE L'EXTREME ORIENT.

S.S. "PAUL BEAU" 1,900 tons, 14 knots.  
S.S. "CHARLES HARDOUIN" 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line. Departure from Hongkong at 9.30 P.M. (Sundays excepted). Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine. The Company's Wharf is at the end of Wing Lok Street (Tram Station). Caution Agents—Messrs. E. Pasquet & Co. For further particulars, please apply to—

BARRETTO &amp; CO., Agents.

Hongkong, 5th April, 1907.

## JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS ...	JAVA	Second half Feb.	JAPAN	Second half Feb.
TJIKINI .....	JAVA	Second half Feb.	JAPAN	Second half Feb.
TJILIWONG...	JAPAN	Second half Feb.	JAVA	Second half Feb.
TJIMAHU .....	JAVA	Second half Feb.	JAVA	First half Mar.
TJIBODAS ...	JAVA	First half Mar.	JAPAN	First half Mar.
TJILATJAP ...	JAVA	Second half Mar.	JAVA	Second half Mar.

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherland India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

## JAVA-CHINA-JAPAN LIJN.

Telephone No. 375,  
YONG BUILDINGS, 1st floor,  
Hongkong, 13th February, 1908.

## Hotel.

## HOTEL CRAIGIEBURN,

PLUNKET'S GAP, THE PRAX, NEAR THE TRAM TERMINUS. Tel. 56.

For Terms, &amp;c., apply to the

MANAGER

Hongkong, 2nd July 1900.

## Intimations.

## THE YOKOHAMA DOCK CO., Ltd.

## No. 1 DOCK.

Length inside 514 ft. Width of entrance, top 85 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

## No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 80.5 ft.; bottom 45.8 ft. Water on blocks, 28.5 ft. Time to pump out, 2 1/2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs; Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 506, or 681.

Telegrams, "Dook, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Scotts, A. 1, and Watkins.

Yokohama, May 23rd, 1905.

## IMPERIAL BREWING COMPANY, LIMITED.

## PURE CREAM BEER.

For samples and prices please apply to

## WINE GROWERS SUPPLY CO.

BARRETTO &amp; CO.,

General Agents.

Hongkong, 22nd October, 1907.

## THE PHILIPPINES CARNIVAL.

February 27th to March 3rd.

## SPECIAL STEAMERS. SPECIAL RATES.

A SPLENDID OPPORTUNITY TO TAKE AN

## EXCURSION TO MANILA

AND SPEND.

A WEEK OF GAIETY.

A WEEK OF FUN.

A WEEK OF SPORTS.

## GORGEOUS PROCESSIONS.

## MAGNIFICENT PAGEANTRY.

## MASKED BALLS.

Return Trip from Hongkong to Manila

\$50.00.

As an inducement to Hongkong residents to patronise this important event, besides enjoying a holiday of reasonable length, Messrs. Shaw, Tomes & Co. have decided to despatch their steamer ZAFIRO for a special Carnival trip, leaving Hongkong at 4 P.M. on the afternoon of SATURDAY, the 22nd FEBRUARY. The ZAFIRO will reach Manila on Tuesday morning, and in order that the full round of festivities may be enjoyed they shall not despatch the steamer from Manila until 2 A.M. on the morning of Tuesday, the 3rd March. She will reach Hongkong again at daylight on Thursday, the 5th March.

The Passengers, should they so desire, may make arrangements to remain on board during the steamer's stay in Manila.

Special arrangements have also been made by Messrs. Jardine, Matheson & Co., Ltd. and Messrs. Butterfield & Swire.

Hongkong, 17th February, 1908.

## AMERICAN THEATRE DISASTER.

## WOMEN AND CHILDREN CRUSHED IN THE WILD STAMPEDE.

Philadelphia, January 14. The tendency towards over emphasis is a conspicuous American trait, but you can take it from me that it would be impossible to exaggerate the horror of the disaster over which the whole country is mourning to-day.

Last night the Chicago Iroquois calamity was duplicated at Rhodes' Opera House, Boyertown, Pennsylvania, 30 miles north of this Quaker city, and 130 persons, mostly women, and children, were trampled to death, while 75 persons sustained injuries in the mad rush of the panic-stricken audience.

Boyertown has a population of 2,500 people, mostly German. It was the village which sheltered Washington's invalid soldiers when his army spent the winter at Valley Forge. Like many American townships, even tiner in dimensions, it boasts "an opera house." Rhodes' Opera House, which was a three-story wooden structure, with the customary brick front, occupied the first and second floors, the lower portion being let as business offices.

CRIMINAL OVERSIGHT. At the rear of the balcony was a cinematograph apparatus, placed by criminal oversight in front of the principal balcony exit. There were fire escapes attached to the outer walls of the building.

Last night there was an amateur performance, entitled "The Scottish Reformation," given by 40 young society folk of the neighbourhood in aid of St. John's Lutheran Church, the same religious denomination 900 of whose Sunday school children lost their lives in the "Slocum" holocaust on 15 June, 1904.

The spectacle consisted of five tableaux, with incidental semi-religious songs and dances, illustrating the costumes of the days of Mary Queen of Scots, Mrs. Miles, of Washington had coached the company for three weeks.

The audience, which was packed to the doors, is estimated at 400, and was composed chiefly of the mothers and little sisters of members of the cast. The performance proceeded famously until ten o'clock, when the interval arrived, and found the house excitedly cheering and calling for the actors and actresses. Five minutes later a ghastly event had happened, the full extent of which will remain a tragic secret till the authorities take a census of the town.

CINEMATOGRAPH TANK EXPLODES. The lights were lowered, the moving pictures had just been flashed upon the screen, and the artists in the wings were dressing for the fourth act, when suddenly there burst forth a flash of flame from the balcony like in soapshot magnesium photography. The gasoline tank had exploded, and in three seconds the whole gallery was aflame.

The staircase was the first to catch fire. At once it was a case of Bedlam let loose throughout the auditorium, which became a fiery furnace before persons in the orchestra seats had time to do much more than leap to their feet and scream. All seemed to lose their heads, and scores fought their way to the already congested double-door exit, in spite of the actors, who jumped over the footlights and endeavoured to induce the women to make for the stage-door, through which, happily, most of the artists escaped.

OIL LAMPS OVERTURNED. However, the anxiety of a few of the frantic performers to save the audience caused them to overturn some oil lamps, so the disaster was intensified. Some clambered up to the windows, tearing, striking madly, shrieking, and finally hurling themselves, and the children in their arms, or being pushed, thirty feet into the darkness below.

Nobody seemed to use the fire escapes, indeed anyone who gained them was sure to be knocked off by somebody behind. The crowds in the streets held blankets, but the confusion made them of small avail.

EDITOR'S BRAVE WORK. The Hon. Charles Spatz, owner and editor of the "Berkshire County Democrat," who only last week called the opera house a death trap, worked like a hero. He rescued seven women and five children, and was on a ladder in the act of forcing open one of the windows when the stage-door, through which, happily, most of the artists escaped.

After ten minutes half the floor gave way. Dead bodies were piled up in the exit, in many cases children's heads being crushed and charred beyond recognition. When the fire brigade arrived there was little to be done but extricate the lifeless. Practically all who escaped did so through the windows or stage door.

## OPERA-HOUSE WIPED OUT.

The reporters who have been to Boyertown and returned here say that every vestige of the opera-house has been wiped out. There is hardly one family in the prosperous little community which has not been bereaved.

The anger of the residents against the authorities for permitting performances in a building with entirely inadequate exits is intense, coming so soon after the sky-scraper disaster in New York, and the discovery that the supposedly finest fire brigade in the world has hundreds of feet of rotten hose.

Last night's calamity will lead to a searching investigation as to public halls and the means of preserving audiences whatever emergency arises.

## CAUGHT IN A DEATH-TRAP.

Eye-witnesses give somewhat conflicting stories. One says that the moment the tank burst the people rose from their seats en masse. "Never have I seen such a look of horror stamped upon human faces. Everybody seemed to realise that he and she had been caught in a trap of death. The flames or suffocation was the only question."

"For some moments I tried to quell the panic. Then I seized two children, but how I got on I cannot recall. I was with them all night the afflicted ones, who with their cries, 'Only could they be the walls of the theatre imploring the police to let them search the ruins for their lost ones.'"

## Consignees.

S.S. "TONKIN"

COMPAGNIE DES MESSEGERIES MARITIMES

## NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from Cebu ex S.S. "Omara," from Vathy ex S.S. "Sophaillon," and from Bordeaux ex S.S. "Villa de Bordeaux" and "Carthage," in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 3 P.M., TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 24th February, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 24th February, or they will not be recognised.

All damaged packages will be examined on MONDAY, the 24th February, at 3 P.M.

No Fire Insurance has been effected.

J. MILLET, Agent.

Hongkong, 17th February, 1908.

## NOTICE TO CONSIGNEES.

THE P. &amp; O. S. N. Co.'s Steamer

"MANILA"

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed *at their risk* in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 31st inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 17th February, 1908.

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

## THE Company's Steamship

"LAISANG"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M., the 20th inst., will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.

Hongkong, 18th February, 1908.

## "BEN" LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

S.S. "BENLAVERS,"

FROM MIDDLESBRO', LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 25th inst., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 25th inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 18th February, 1908.

## THE NEW FRENCH REMEDY

TRADE THERAPION MARK.

This successful and highly popular remedy, used in the Continental Hospitals by Houdon, Lemaire, Robert, Vial, and others, combines all the elements to be sought in a medicine of the kind, and saves every thing, in short, employed.

THERAPION No. 1 is a remarkably short time, after a few days only, restores all diseases, effectually superseding injections, the use of which does irreparable harm by laying the foundation of suppuration and other serious diseases. It cures, in a few days, the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind. It will be found especially efficacious in afflicting persons of whom other well-known remedies have been powerless.

THERAPION No. 2 is a purgative of blood, every, pleurisy, pneumonia, pleurisy, meningitis, and all diseases of the head, neck, and chest, and all diseases for which it has been too much a fashion to employ mercury, nuxvomica, etc., to the destruction of the nervous system and pain of heart. It cures, in a few days, the whole system through the blood, and thoroughly eliminates all poisonous matter from the body.

THERAPION No. 3 is a sedative, and all distressing consequences of suppuration, every, pneumonia, pleurisy, meningitis, and all diseases of the head, neck, and chest, and all diseases for which it has been too much a fashion to employ mercury, nuxvomica, etc., to the destruction of the nervous system and pain of heart. It cures, in a few days, the whole system through the blood, and thoroughly eliminates all poisonous matter from the body.

THERAPION No. 4 is a sedative, and all distressing consequences of suppuration, every, pneumonia, pleurisy, meningitis, and all diseases of the head, neck, and chest, and all diseases for which it has been too much a fashion to employ mercury, nuxvomica, etc., to the destruction of the nervous system and pain of heart. It cures, in a few days, the whole system through the blood, and thoroughly eliminates all poisonous matter from the body.

THERAPION No. 5 is a sedative, and all distressing consequences of suppuration, every, pneumonia, pleurisy, meningitis, and all diseases of the head, neck, and chest, and all diseases for which it has been too much a fashion to employ mercury, nuxvomica, etc., to the destruction of the nervous system and pain of heart. It cures, in a few days, the whole system through the blood, and thoroughly eliminates all poisonous matter from the body.

THERAPION No. 6 is a sedative, and all distressing consequences of suppuration, every, pneumonia, pleurisy, meningitis, and all diseases of the head, neck, and chest, and all diseases for which it has been too much a fashion to employ mercury, nuxvomica, etc., to the destruction of the nervous system and pain of heart. It cures, in a few days, the whole system through the blood, and thoroughly eliminates all poisonous matter from the body.

THERAPION No. 7 is a sedative, and all distressing consequences of suppuration, every, pneumonia, pleurisy, meningitis, and all diseases of the head, neck, and chest, and all diseases for which it has been too much a fashion to employ mercury, nuxvomica, etc., to the destruction of the nervous system and pain of heart. It cures, in a few days, the whole system through the blood, and thoroughly eliminates all poisonous matter from the body.

THERAPION No. 8 is a sedative, and all distressing consequences of suppuration, every, pneumonia, pleurisy, meningitis, and all diseases of the head, neck, and chest, and all diseases for which it has been too much a fashion to employ mercury, nuxvomica, etc., to the destruction of the nervous system and pain of heart. It cures, in a few days, the whole system through the blood, and thoroughly eliminates all poisonous matter from the body.

THERAPION No. 9 is a sedative, and all distressing consequences of suppuration, every, pneumonia, pleurisy, meningitis, and all diseases of the head, neck, and chest, and all diseases for which it has been too much a fashion to employ mercury, nuxvomica, etc., to the destruction of the nervous system and pain of heart. It cures, in a few days, the whole system through the blood, and thoroughly eliminates all poisonous matter from the body.

THERAPION No. 10 is a sedative, and all distressing consequences of suppuration, every, pneumonia, pleurisy, meningitis, and all diseases of the head, neck, and chest, and all diseases for which it has been too much a fashion to employ mercury, nuxvomica, etc., to the destruction of the nervous system and pain of heart. It cures, in a few days, the whole system through the blood, and thoroughly eliminates all poisonous matter from the body.

THERAPION No. 11 is a sedative, and all distressing consequences of suppuration, every, pneumonia, pleurisy, meningitis, and all diseases of the head, neck, and chest, and all diseases for which it has been too much a fashion to employ mercury, nuxvomica, etc., to the destruction of the nervous system and pain of heart. It cures, in a few days, the whole system through the blood, and thoroughly eliminates all poisonous matter from the body.

THERAPION No. 12 is a sedative, and all distressing consequences of suppuration, every, pneumonia, pleurisy, meningitis, and all diseases of the head, neck, and chest, and all diseases for which it has been too much a fashion to employ mercury, nuxvomica, etc., to the destruction of the nervous system and pain of heart. It cures, in a few days, the whole system through the blood, and thoroughly eliminates all poisonous matter from the body.







## Entertainment.

## A. S. WATSON &amp; CO., LIMITED.

ESTABLISHED A.D. 1841.

## CHEMISTS,

BY APPOINTMENT TO  
HIS EXCELLENCY THE GOVERNOR  
AND HOUSEHOLD.

DEPOT FOR

THE FINE PRODUCTS

OF

BURROUGHS WELLCOME & Co.,  
LONDON.

TABLOID BRAND PRODUCTS.

SOLOID BRAND PRODUCTS.

KEPLER MALT EXTRACT.

KEPLER SOLUTION OF COD LIVER  
OIL IN MALT EXTRACT.

BEEF AND IRON WINE (B.W. &amp; Co.)

DARTING LANTOLINE PREPARA-  
TIONS.HAZELINE, "HAZELINE CREAM,"  
"HAZELINE SNOW" &c., &c., &c.TABLOID MEDICINE CHESTS, AND  
POCKET MEDICINE CASES.The Fine Products of BURROUGHS  
WELLCOME & Co., are prescribed by  
leading Physicians all over the World.A. S. WATSON & CO.,  
LIMITED,CHEMISTS AND DRUGGISTS,  
THE HONGKONG DISPENSARY,  
ALEXANDRA BUILDINGS,  
HONGKONG, 15th February, 1908.

## NOTICE.

All communications intended for publication in  
"THE HONGKONG TELEGRAPH" should be  
addressed to The Editor, 1, Lee Hom Road, and  
should be accompanied by the Writer's Name and  
Address.Ordinary business communications should be addressed  
to The Manager.  
The Editor will not undertake to be responsible for  
any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$30 per annum—  
WEEKLY—\$10 per annum.The rates per quarter and per annum, proportional,  
The daily issue is delivered free when the address is  
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additional \$1.80 per quarter is charged for postage.  
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world is 30 cents per quarter.  
Single Copies, Daily, ten cents; Weekly, twenty-  
five cents.

## The Hongkong Telegraph

HONGKONG, WEDNESDAY, FEBRUARY 19, 1908.

HONGKONG TECHNICAL  
INSTITUTE.

Although the prospectus of the Hongkong Technical Institute for the second session, which commences on Monday next, is marked "Provisional" we may take it that the character of the classes will remain essentially as they are stated in the syllabus. The object of the classes, which are held in the evening, is to afford facilities for the study of engineering, and for giving a commercial and scientific training. That idea is a most laudable one in a Colony which is so keenly interested in its engineering enterprises, and has so much to gain from an educated youth who have been instructed in at least the rudimentary subjects of commercial knowledge. We may as well quote the subjects of instruction in full, as they appear in the prospectus. The classes will be conducted under three sections. The subjects taught this session will be as follows:—Engineering section:—practical mathematics, building construction, applied mechanics, machine drawing, steam, gas, and electricity. Commercial section:—Shorthand and typewriting, book-keeping, French, German, English (Conversational), letter writing and business correspondence. Science section:—Chemistry, physics. Every one of these classes should be attended by those who are called upon to be the theory of an

engineering or an intimate acquaintance with the subjects which will advance their commercial value. The science section may not appeal to a very large proportion of the young, but those who join are certain to find that their fellow students in the somewhat dry subjects of shorthand and book-keeping are left far behind so far as interest and novelty are concerned. No class, we are told, will be formed unless at least five students join, and it should be a poor class indeed, considering the importance of the subjects which are to be instilled, that has only a paltry five students. There are two sessions, a winter and a spring one, the Chinese New Year being the dividing point. As to the conditions of admission it is stated that the classes are open to all over 14 years of age, irrespective of nationality, but there is also a provision that applicants under 17 years of age must produce satisfactory references. Now, why should they be called upon to produce "satisfactory references"? Does it not show a precocity and desire for education, in a youth under 17 who applies for admission, far in advance of those who attend, or wish to attend, because they have reached years of discretion and therefore realise the advantages of secondary education? And what does "satisfactory" mean? Is it a stick to whip the dog which has not a pedigree? No doubt those who drew up the prospectus have discovered that undesirable characters may enter the classes, but there are not many of that sort under the age of 17 years, and a boy who presents his \$4 admission fee may usually be taken as having a real thirst for information. However, we may presume that the director and his advisory committee have sound and valid reasons for this restriction, although we should like to know who are, to say whether an applicant's references are satisfactory or not. The majority of references are not worth the paper on which they are written and if it is the advisory committee which is to discriminate between boy and boy, then all we can say is heaven help them when they exclude a young scholar.

So long as he pays his fee, every youth between 14 and 17 years in Hongkong should be allowed a seat at any of the classes which he may claim to attend, provided always, of course, that he can read and understand English, and that his general education warrants his inclusion in the class. We suppose that the "satisfactory references" phrase will not be interpreted too harshly, and that promising European and Chinese children, between the ages we have named, will be allowed every opportunity of pursuing those studies for which they hunger. At the same time, the phrase is a curious one, especially when it is considered that the Institute is a Government institution and not a private school where the headmaster may pick and choose. A very wise provision is that which says that pupils at day schools will not be admitted except with the approval of the principal of the school they attend. Few boys who are day scholars are mentally fit to perform their home lessons received at the day school and also absorb the instruction imparted by the evening tutors. In fact, in the majority of cases we should say the thing is practically impossible, and headmasters of schools in Hongkong should be exceedingly chary in granting the required permission, no matter how badly they may hurt the feelings of the aspiring students. One thing at a time is a good principle to follow and particularly so in the case of a boy, or a girl for that matter, who is harassed by the intricacies and perplexities of, say, vulgar fractions or algebra, and has to present the result of his efforts next morning. Another excellent regulation reads: "Women are admitted to certain of the classes on application to the director." Certainly we confess to a feeling of fear of the lady who would hurl a dissertation on the principles of mechanics at our head, but we would rather have that than the insipid, ignorant and egotistical chatter which is all too prevalent the world over at the present day. "Strict punctuality and regular attendance are essential" is another rule, but it should not be pressed too hardly, for there are occasions when no satisfactory excuse can be furnished by a budding genius desirous of reaping the benefits placed at his disposal by a benevolent Government. We notice that in the rule which says: "Each student should provide himself with the text-books, instruments, apparatus, etc., recommended by the lecturer of the class he attends," the predicate is in the indicative instead of the imperative mood. There must be many a poor boy, who having paid his \$4, would find it impossible to equip himself with all the machinery which might be considered necessary for his advancement by a capricious master, although quite capable of assimilating his arguments from the examples presented. It is probable, however, that this rule about apparatus is a mere form and the fact that it says "should" instead of "must" seems confirmatory of this view. As we have stated the fee charged is \$4 per session for each class payable in advance, and it is high enough to induce well-to-do

are not actually imbued with the spirit of learning. We read in the prospectus that: "The question of granting diplomas to engineering and in chemistry is under consideration of Government, and regulations on the subject will be published in due course. Certificates issued will be of value in obtaining employment from the Government or from private firms, in proportion to the certificate earned indicate a greater or less degree of proficiency." With the latter sentence we thoroughly agree, and we commend it to every youth who has any spark of desire to excel. Employers of labour might also assist this admirable institution, whose object is so praiseworthy, by suggesting to their younger employees the advisability of attending at least one or more of the evening continuation classes at the Hongkong Technical Institute. During the next two evenings, that is to say Thursday and Friday, the lecturers will be in attendance from 6 p.m. to 7 p.m. and students are required to consult them before entering their names for any class. The session commences on the 24th February, and we trust that there will be a gratifying attendance at each of the various classes.

## CANTON DAY BY DAY.

MINT RE-OPENED.

[From Our Own Correspondent.]

Canton, 17th February.  
The Canton branch of the Imperial Mint resumed work to-day after the New Year vacation. The officials of this institution have received instructions from the Ministry of Finance at Peking to the effect that the Kwangsi branch of the Imperial Mint has now suspended minting copper coins and that copper coins should be exported to the province of Kwangsi for circulation from the Canton branch.

## NEW RECRUITS.

The Chinese gunboat *Su-Hong* was, a short time ago, despatched to Shui Tung with instructions to enlist a number of recruits there, and this vessel yesterday returned to port with a number of raw recruits on board. These men will be trained in the Canton Military Training School.

## 18th February.

A consignment of four Krupp guns, together with a quantity of ammunition which had been ordered by the Canton authorities through a German firm, has arrived here, and arrangements are being made to take delivery of same.

## LIKIN COLLECTIONS.

The collection of Likin dues for the last ten days of the 12th moon last year, as reported by the Canton Likin Bureau, amounts to Taels 131,849.73.

PROPOSED REDUCTION OF TAXATION.  
H.E. the Viceroy has received instructions from the Ministry of Finance at Peking to discuss and report on the various petty taxes levied in the province of Kwangtung on the people, with a view to abolishing some of them in order that a "Tuanghui" tax may be charged in their stead. H.E. has given instructions to his subordinates to make inquiries and to prepare a report on same to be forwarded to the Tschupai. If this proposed reform on the part of the Government be effected, the general public will be greatly benefited and the cost of living will not increase so much as expected from the present outlook.

## APPOINTMENTS.

A Peking telegram states that H.E. Yuan Shi-kai, the president of the Ministry of Foreign Affairs and Grand Councillor, will be re-appointed to the Viceroyalty of Chihli and H.F. Tang Shao-chi, the present Governor of Fengtien, will be appointed as president of the Ministry of Foreign Affairs.

## CURRENCY.

H.E. the Viceroy has telegraphed to the Central Government, in reply to an inquiry as to the advisability of minting one-tael pieces instead of the dollar piece, stating that the tael piece is quite unsuitable for the province and advises the continuance of the minting of dollar as of old.

## CAMPHOR INVESTIGATION.

Taotai Yip Shiu-sun, who, accompanied by a camphor manufacturing expert, left here a short time ago for the district of Taungta to make investigations into the camphor growing and refining industry there, returned yesterday, and presented a report together with samples of camphor obtained from that district for H.E.'s information.

## THE LOST BRACELET.

OWNER FOUND.

At the Police Court, this morning, the coolie who was arrested a few days ago on a charge of being in unlawful possession of a gold curb chain bracelet, which, according to him, he had picked up near Blackhead's Point, Kowloon, was brought before Mr. H. H. J. Gompertz, charged with theft. Mrs. M. D. Ritchie, of "Hollywood," Kowloon, stated the bracelet belonged to her. She lost it on Friday last between Des Vaux Road and Mody Road. Evidence of arrest followed.

Accused stated that he had picked up the trinket and, in ignorance, attempted to dispose of it.

His Worship stated that a bracelet of that sort could not have been lying on the road for any length of time, and that accused's business was to report the matter to the police.

Accused—I did not know the law.

His Worship (to Mrs. Ritchie)—Would you have given a reward if a man returned the bracelet to you?—Certainly.

Inspector Macdonald—The defendant has a previous conviction, your Worship.

A sentence of six months' hard labour.

## SALE OF RACE PONIES.

FAIR PRICES REALIZED.

Messrs. Hughes and Hough, auctioneers, put up for sale, by public auction, this afternoon, opposite the City Hall, 94 ponies, most of them racers. There was a large attendance of interested bidders and spectators. Appended are the results of the sale:—

1. Fair, grey China pony, 13.1—\$50.
2. Desmond, dun China pony, 13.0—\$110.
3. Starlight, grey China pony, 13.1—\$55.
4. Sunlight, bay China pony, 13.1—105.
5. Resignation, grey China pony, 2nd in Navy Cup and 2nd in Hongkong Stakes—\$110.
6. Vacation, dun China pony—\$55.
7. Hilarious, grey China pony, 12.3—\$50.
8. So So, grey China pony, 13.0—\$80.
9. Battle punch, black China pony, 13.1, subscription griffin placed 2nd in graces—\$370.
10. Merrytime, grey pony, 13.0. Good hack, ridden in troop for 3 seasons—\$80.
11. Tumen, grey pony, 13.1—\$75.
12. Muleter, grey pony, 13.1—\$110.
13. Maori, Chief, bay China pony, 13.0, 3rd in the Navy Cup—\$65.
14. Macchurium, Chief, white China pony, 13.0, 3rd in Gymkhana Stakes and 3rd in Consolation Stakes—\$70.
15. Baluchi Chief, grey China pony, 13.0, 3rd in Lusitano Cup, 3rd in Parsee Cup and 2nd in Flyaway Stakes—\$110.
16. Corrie, brown pony, 12.3—\$300.
17. Sidler Dhu, dark brown pony, 13.1—\$160.
18. Sidler Roy, dun pony, 13.0—\$255.
19. Dumbdrinker, blue dun pony, 13.0—\$200.
20. Tiltitulem, roan pony, 13.1—\$120.
21. Astral, winner, 4 mile race on the Old Day Shanghai spring meeting, 1007, 7 mile and 12 mile races in the last 2 Gymkhana of 1907 series. Winner of the Professional Cup and second in the Ladies' Purse in the recent meeting—\$500.
22. Lochleven, dark pony, 13.1—\$115.
23. Pride of Cadow—\$55.
24. Strathmore, grey pony, 13.1—\$165.
25. Strathmore, bay pony, 13.0—\$260.
26. Strathgrange, grey pony, 13.0—\$145.
27. Black Prince Rose, black pony, 12.3—\$60.
28. Lancaster Rose, (late Rustic) bay pony, 12.2—\$250.
29. Mira, grey pony, 13.0—\$125.
30. Striped Rose, white pony, 12.3—\$75.
31. Hayden, grey pony, 13.1—\$65.
32. Sparkford, dun pony, 13.1—\$55.
33. Trent, chestnut pony, 13.1—\$55.
34. Preston, winner of Phaethon Stakes 1907—\$60.
35. Septima, winner of Visitors' Cup—\$125.
36. Grey griffin—\$40.
37. Betsy, water. Carries a lady, quiet to ride and drive—\$220.
38. Saladin—\$40.
39. Grey Tick, bay. Winner of Garrison Cup—\$200.
40. Pilgrim, spotted—\$180.
41. Springdale, grey—\$150.
42. Cobler, chestnut—\$55.
43. Repentance, brown—\$55.
44. Highland Heather, sound and quiet. Suitable for hack and polo pony—\$65.
45. Glenkiln, winner of Nil Desperandum. Sound and quiet—\$160.
46. Astoria, bay China pony. Confidential hack, up to weight, believed sound—\$75.
47. As Usual, brown China pony. Trained polo pony, very quick hack, believed sound—\$50.
48. Eglington, brown pony, 13.2—\$120.
49. Kirkgunston, grey pony, 13.2—\$100.
50. Kirkpatrick, black pony, 13.0, Winner of Wong-wei-chong Stakes—\$80.
51. Kirkpatrick, black pony, 12.3, Winner of Valley Stakes—\$105.
52. Kirkdale, dun pony, 13.0. Griffin—\$80.
53. Kirkcaldy, grey pony, 13.2. Sub-griffin not raced—\$160.
54. Kirkmahoe, grey pony, 13.0. 2nd in Professional Cup—\$180.
55. Kirkcubright, grey pony, 12.3. 3rd in Hongkong Griffins, 3rd in Tientsin Stakes—\$150.
56. Nigel, chestnut pony, 12.3—\$50.
57. Wensley, grey pony, 13.0—\$90.
58. Forfar, winner of Hongkong Griffins Stakes—\$150.
59. Nairo, griffin—\$55.
60. Renfrew—\$45.
61. Haddington—\$50.
62. Split Milk, polo pony—\$10.
63. Yellow Stone, polo pony—\$55.
64. Fleetfoot, chestnut, sub-griffin, Winner of German Cup and Hongkong Stakes, 3rd in Valley Stakes—\$500.
65. Dalliance, grey, sub-griffin, winner of Jockey Cup and 3rd in Racing Stakes—\$300.
66. Energy, grey, sub-griffin, very likely polo pony—\$150.
67. Finesse, bay China pony, 13.2—\$150.
68. Chicane, grey China pony, 13.2—\$110.
69. Highland Wail—\$75.
70. The Ditch—\$80.
71. White China pony, good hack and polo pony—\$30.
72. Mainstay, white pony, 13.1—\$70.
73. Chestnut pony, weight carrier 13.1—\$50.
74. Grey China pony, 13.1, suitable for polo—\$60.
75. Pat—\$110.
76. Ben Elton—\$75.
77. Dun Pony—\$50.
78. Highland Bonnet—\$60.
79. Crookville—\$50.
80. Chestnut pony—\$55.
81. Recluse—\$55.
82. James—\$45.
83. Ouldfern—\$100.
84. Beguile—\$50.
85. Ink—\$50.
86. Lament—\$50.

## CANTON-HANKOW RAILWAY.

OPENING OF NEW SECTIONS.

[From Our Own Correspondent.]

Canton, 17th February.

At a meeting of the board of directors of the Canton-Hankow Railway held yesterday, the 26th day of this moon (the 27th instant), has been appointed as the day on which the opening of the two newly completed sections of the railway from Kowloon to Kwokong, and thence to Sunkai will take place. The rates of fares to be charged on these sections will be left to be fixed by one of the directors, Mr. Li, and the time table for the running of the trains on these lines will be fixed by Taoai Kwong, the engineer-in-chief of the Company. At the meeting it was decided that a monthly report, in the form of a bulletin, should be issued from the first day of the second moon, and which should contain the working of the company generally, together with the various statements of accounts that have been passed by the board of directors, in order that the general public and shareholders might get an idea of the monthly returns of the company, without having to attend the office. This paper will be issued once a week and the charge will be three cents per copy. The paper will be known as "The Canton-Hankow Railway News."

THE KOWLOON LAND AND  
BUILDING COMPANY,  
LIMITED.

ANNUAL REPORT.

The nineteenth report of the board of directors to the ordinary meeting of shareholders, to be held at the company's office, Victoria Buildings, at 11.45 o'clock a.m., on Tuesday, 25th inst., reads:—

Gentlemen,—The directors now submit to you a statement of the affairs of the company, and balance sheet for the year ending 31st December, 1907.

The balance of profit and loss account for the year, after writing off all charges and expenses, amounted to \$11,703.06. The directors therefore recommend that a dividend of \$1.75 per share be paid, which, after writing off the directors' and auditors' fees, will leave a balance of \$553.06 to be carried forward to credit of a new profit and loss account.

## DIRECTORS.

Messrs. T. F. Hough and W. H. Gaskell having retired, Messrs. E. Jones Hughes and Murray Stewart were appointed in their stead. Messrs. E. Jones Hughes and Murray Stewart having resigned, Messrs. T. F. Hough and H. Pinckney were appointed in their stead. Their appointments now require confirmation.

Messrs. T. F. Hough and H. Pinckney retire by rotation, but offer themselves for re-election.

## AUDITOR.

The accounts have been audited by Mr. C. W. May who now retires, but offers himself for re-election.

T. F. HOUGH,

Chairman.

Hongkong, 14th February, 1908.

## BALANCE SHEET TO 31ST DECEMBER, 1907.

Liabilities.	
December 31st, 1907.	
Paid-up capital .....	\$186,000.00
Accounts payable .....	284.95
Dividends outstanding .....	167.05
Balance of profit and loss account .....	11,703.06
	\$192,155.06

## Assets.

December 31st, 1907.	
Cost of property .....	\$182,032.17
Cash .....	8,556.42
Accounts receivable .....	1,566.47
	\$192,155.06

## PROFIT AND LOSS ACCOUNT.

Dr.

December 31st, 1907.

To Charges .....	\$ 800.21
To Repairs .....	2,442.50
To Fire insurance .....	535.48
To Crown rent .....	786.00
To Commission to agents .....	1,136.00
To Balance to be appropriated as follows:—	
Directors' fees .....	\$ 5.00
Auditors' fees .....	50.00
Dividend of \$1.75 per share .....	10,500.00
To be carried to new profit & loss a/c .....	653.06
	\$17,403.25

Cr.

January 1st, 1907.

By Undivided profits 1906 .....

December 31st, 1907.

By Rent .....

By Interest .....

By Scrip fees .....

\$17,403.25

JAPANESE STEAMSHIP AND  
SHIPBUILDING SUBSIDIES.

The estimates of the Department of Communications were recently considered by a Budget Sub-committee, where Mr. Uchida, Director of the Mercantile Marine Bureau, in reply to questions, stated that the Shipbuilding Encouragement Law had for its principal aim the construction of steamers navigating in the Eastern seas, while the Steam Navigation Encouragement Law was to assist the extension of Japanese navigation in distant oceans. There was no need to amend either law, one which restricts the minimum tonnage of steamers receiving the bounty to 700 tons, while the other places the minimum tonnage of vessels entitled to the bounty at 1,000 tons.

In reply to further questions, Mr. Uchida said that the subsidy granted to the N.Y.K. European line would by the new Budget be reduced from ¥470,000 to ¥400,000, but as the former amount was spread over seven or eight years and the latter over five, the annual amount received by the Nippon Yusen Kaisha would be about the same. The Australian, Bombay, and other distant ocean services had to compete with foreign steamship companies, and Japan could not expect the monopoly. The rate of freight of raw cotton on the Bombay line was 17 rupees, but the conference of the steamers engaged in the trade decided to reduce the rate to 13 rupees. This showed that it was not only free competition that kept down the freight rates.

Continuing, the Government delegate said that in the past the Japanese steamers were of small size, being generally under 1,000 tons, while now there were not a few Japanese steamers the capacity of which was between 6,000 and 10,000 tons. The increase in the size of the steamers was due to the operation of the Shipbuilding Encouragement Law. The Kawasaki Dockyard of Kobe, the Mitsu Bishi Yards of Nagasaki, and all of the smaller shipbuilding yards had been extending their works of late for the purpose of building steamers of larger size, and so of participating in the bounty. The shipbuilding encouragement bounty was in the nature of a grant to steamers to be built, and at the present time when the supply of steel and iron for material for shipbuilding in Japan was scarce, and the number of skilled mechanics was yet comparatively limited, the progress of the shipbuilding industry of Japan could not be hoped for unless it enjoyed a bounty. The increase shown in the estimates of the shipbuilding encouragement bounty was due to the war, which necessitated the opening up of additional lines of steam navigation, and there would be many additional steamers completed in the coming fiscal year which would be entitled to the bounty. If the term of the Shipbuilding Encouragement Law was repudiated, shipbuilders could not carry on their business with any degree of confidence. He was, however, unable to say anything definite about having more fully investigated the question. Japanese shipping showed a marked increase after the war, and steamers entering and clearing the various ports were now more numerous than foreign steamers. It was true that owners of steamers not receiving Government assistance were experiencing difficulties in their business, but it was beyond the power of the Government to help every steamship owner. The only remedy for that complaint was that the owners of unsubsidised vessels should exercise increased diligence and perseverance.—Japan Chronicle.

## SINGAPORE HARBOUR BLAZE.

TONGKANG ILLUMINATES THE SHIPPING.

There was considerable excitement in shipping and other circles last night, just before dinner time, reports the *Singapore Free Press* of 15th inst., when great flames were seen to shoot up from some vessel away in the anchorage. From the shore it looked like a local ship ablaze, but in the darkness this was deceptive.

A tongkang of two masts, owned by Klings, had on board a cargo of kerosene or lubricating oil supposed to have come from the *Desa of Cypria*, a large oil vessel which arrived yesterday from New York with 35,545 cases of oil and 1,500 drums of petrol or motor spirit for the Standard Oil Company. The nature of the contents of the tongkang soon became apparent by the mass of orange coloured flames, thickly edged with dark brown smoke, that arose and suddenly drifted seaward. At half past seven the alarm was raised, and very soon after that the vessel was a mass of flames, occasionally shooting up a hundred feet, and always furiously threatening the rest of the shipping. Fortunately the tongkang was well out in the harbour, and as the drifted with the tide to the westward, was clear of the ships at anchor in the Roads. The Fire Brigade turned out and the motor engine ran down to Johnston's Pier, where it soon found the uselessness of endeavouring to quench a fire a mile or more from the shore.

The police launch went out and followed the drifting furnace, as the tongkang soon became, in its wanderings with the tide. It was not able to take the derelict in tow, nor to attempt to quench the flames, but the crew stood by to see that no damage was done to other vessels. At first it seemed as if the tongkang would drift through Keppel Harbour, but eventually she went off in the direction of Peak Island, where she burst out, continuing to throw up a mass of fire as the cases or drums burst, till she was finally at the water's edge, and all her planks were burnt through.

The tongkang was of large size, with two masts and sails which fell the first time, the newly ignited cases, the information was available as to the whereabouts of the ship as to the cause of the fire.

Direct Colonel and General Daniel W. B.

Memorandum for the Commandant of the

per Mr. Macdonald, of the Hongkong

of all the cases of the ship, and the

of the cases of the ship,



## Telegrams.

[Reuter's.]

## The United States.

LONDON, 17th February.  
New York reports that Mr. Morse, the organizer of the so-called "Morse Chain of Banks," the failures of which precipitated the recent panic, has been arrested on a charge of larceny, and bailed out for \$20,000.  
Receivers have been appointed to The Mutual Reserve Life Insurance on the ground of insolvency.  
It is stated that the liabilities are \$5,500,000, and the assets \$3,750,000.

Later.

## The Austrian Railway Scheme.

The Serbian press protests against the Austrian railway project, and thanks the Russian, British, French, and Italian press for their attitude towards it.

The Serbian press attributes the Austrian design to dominate the whole of the Balkans backed up by Germany, in order to weaken the Slavs in favour of Germans.

Reuter's agent in Berlin wires authoritatively that Germany regards the Austrian scheme like other railways, as promoting civilisation and as serving solely economic interests; they would similarly regard the Danube-Adriatic railway, which Russia is reported to be considering.

Diplomats in Berlin, however, opine that it would have been better if Austria had waited longer.

## THE JAPANESE "SCOTCH" WHISKY CASE.

PERSISTENCE REWARDED.

It would seem that at last the outcry that has been raised in the foreign Press of Japan—extending to all parts of the world—has had the desired effect. The *Yokohama Specie Bank* has summarily cancelled the registration by Nishikawa Teiki, of Osaka, of a trade-mark containing Messrs. James Buchanan & Co.'s Ltd., registered trademark, "Black and White" and also containing the statement that the whisky bearing the fraudulent trade-mark "is specially selected for the House of Commons," which is false, besides other false statements. This Nishikawa Teiki impudently applied, for and actually obtained registration of this fraudulent trade-mark while the agent of Messrs. Buchanan & Co., Mr. O. T. Gillon, was proceeding against him in the Courts.

The cancellation of this fraudulent registration, and our Yokohama contemporary, should be regarded as a cause of congratulation not only for Messrs. James Buchanan & Co., Ltd., and their popular and energetic representative, Mr. O. T. Gillon, of Yokohama, nor for other foreign firms who have depended upon the sanctity of their trade-marks as a valuable asset in their Far Eastern business, but also for Japan, who thus shows renewed signs of appreciating an honest basis of trade. Of course this action is outside that of the law courts, though it is *per se* equally effective, and thus constitutes a decided "slap" at the short-sighted jurists concerned in these cases. The latest exposure of this case appeared in an article in the *London Economist*.

## A "HONDON" SHIP.

STORIES OF THE "HATSU"

"Hondon" ships are the dread of the seafaring man, and the difficulty of the captain of the British steamer *Hatsu* of keeping together her crew while loading lumber at Bellingham for Calcutta, seems not to have been the culmination of her misfortunes, when a satisfied crew was eventually obtained at a higher rate of pay.

The *Hatsu* is now reported overdue. She has been out 41 days to Calcutta on January 16th and during that time has neither been sighted nor reported, which she should have been at least two or three times. Now that she is on the overdue list, her fate will be watched for, with closer interest than is generally attached to an overdue ship by reason of the name she has acquired as a hondon ship.

She had a list of misfortunes which would shake the nerve of the nerviest crew and cause them to desert the ship, *The World* (Vancouver) says.

The first officer, Capt. Dabner, had been landed at San Francisco owing to illness and died in a hospital there, and Capt. Calder fell through an open hatch while the steamer was loading at Bellingham and was severely injured, being still confined to his berth on board the vessel when she sailed from here. While lying ill the captain received a cablegram informing him of the death of his wife. Two of the firemen were involved in a drunken brawl at Bellingham and were left behind to answer trial because of the death of a man with whom they had been fighting. Capt. Calder said it seemed as if a hondon was following his vessel.

## THE WRATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:—

On the 19th at 11.55.—The barometer has risen moderately over Japan, and fallen slightly in S. China.  
The anticyclonic area still lies over the Yangtze Valley and pressure is relatively low over the S. part of the China Sea.  
Strong monsoon may be expected in the Formosa Channel, and strong N.E. winds to blow over the China Sea.  
Hongkong Rainfall for the 24 hours ending at 5 a.m. to-day, 0.00 inch.

## FORECAST.

1.—Hongkong and neighbourhood, N. to N.W. winds, fresh breeze.  
2.—Formosa Channel, N.E. winds strong.  
3.—South coast of China between Hongkong and Shanghai, same as No. 1.  
4.—North coast of China between Hongkong and Shanghai, same as No. 1.

## GERMAN SHIPPING COMBINE.

ITS VAST PROPORTIONS.

An agreement was concluded January 10th, between the Norddeutscher Lloyd and the Nippon Yusen Kaisha, whereby the Japanese Company withdraws from the further Indian shipping trade, and leaves this service exclusively to the Norddeutscher Lloyd, on conditions which, it is declared, may be regarded as being in every way satisfactory to both parties. This puts an end to the competition which for the past eighteen months has greatly depressed freight and passenger rates for the further Indian service, viz., that to the five ports of Hongkong, Bangkok, Hongkong, Swatow, and Hoihow.

The working agreement arrived at between the Hamburg-American and Norddeutscher-Lloyd Companies is an event of momentous importance to British shipping. It is true that for the present there is to be no absolute identity of interests between these two great enterprises. Each will maintain its separate organization and its financial unity. But that eventually they will form a single undertaking of vast proportions admits of little doubt. It is sufficient, however, to deal with facts as they stand, and to note that the two largest steamship companies in the world have joined forces for the next four years at any rate. The extent of this large combination of the cream of German steam shipping is best expressed in figures:

Hamburg-American Company 167,915,519  
Norddeutscher-Lloyd Company 145,736,911

321,652,430

In addition, there is a large amount of tonnage under construction. When it is remembered that the greatest consolidation of shipping interests heretofore existing in the North Atlantic Combine began operations, with less than a million tons, the inordinate strength of the German Combine becomes obvious. But Mr. Pierpont Morgan's Combine, while it introduced the principle of "merger," which the German agreement does not, was international. It is known as the International Mercantile Marine. The majority of its steamships have a British register, and must continue to have it. The rest are under the American flag, the arrangement of the German company being of quite a special character. Moreover, the operations of the Combine ships are mainly restricted to the North Atlantic. The outstanding feature of the German agreement is that the enormous tonnage which it covers is all under the American flag, and that its operations, both in regard to passenger and cargo business, extend to practically every quarter of the globe. This is the Combine which British shipping is now called upon to face.

## WORLD-WIDE OPERATIONS.

It is the fault of the virtue of British steamship lines that they have confined their energies to particular trades. The aim of the Hamburg-American and Norddeutscher-Lloyd companies is to conquer the whole globe. You can hardly find a country on the map, with the exception, perhaps, of India and the Cape, with which one or other of the companies, and possibly both, has not regular steamship communication. The Hamburg-American Company boasts that it maintains no fewer than fifty-eight separate steamship services. Those of the Norddeutscher-Lloyd are scarcely less numerous. Each has quietly but effectually secured interests in other German or foreign owned lines, until it is difficult to say where the influence of the Hamburg and the Bremen enterprises respectively begins or ends. Perhaps as good a way as any of hinting at what is the share of these two great companies in the world's trade is to give the following figures. They are for the year 1906:

Passengers, Mileage.  
Hamburg-American Co., 431,955 7,437,000  
Norddeutscher-Lloyd Co., 491,383 6,000,938

23,338 13,432,938

The various cargo services of the two companies are, of course, included in the mileage. The figures show that the Hamburg-American Company's voyages in a single year are equal to 344 times the circumference of the globe, and those of the Norddeutscher-Lloyd to 272 times. No British steamship line can pretend to cover any such distances.

Most people have pictured these two German companies as working amicably together in the interests of German trade. In reality there has always been great jealousy between the Hamburg and the Bremen enterprises. That this has had a vast stimulating effect upon the energies of each of them cannot be doubted, but it has led in not a few cases to unprofitable competition, if not to scarcely disguised warfare. It follows, therefore, that future co-operation will not only be all the better for the shareholders, and probably for German trade, but that, instead of having to meet opponents divided against themselves, British shipping will have to encounter rivals who will have but a single policy—the supremacy of the German mercantile marine. This leads to an inquiry as to why it is that these two German companies are now found ready to bury the hatchet. Among other reasons, the following take important place:

1. The appearance of the Lusitania, and the Mauretania on the North Atlantic, and the refusal of the Cunard Company to agree with the other lines as to the conditions under which these vessels shall work.  
2. The establishment by the White Star Line of an express service to New York from Southampton and Cherbourg, which is regarded as an infringement of the spirit, although not of the letter, of the agreement between the North Atlantic Combine and the German companies.  
3. The desirability of avoiding unnecessary competition between Hamburg-American company and Norddeutscher-Lloyd interests, and of an understanding with reference to extensions of steamship services to the future.

## REMOVAL OF FRICITION.

Each one of these three reasons is, in itself, a sufficient cause for the removal of the friction which has hitherto existed between the two German companies. The removal of this friction is a necessary condition of the success of the German Combine.

the rivalry between the two German companies is the history of China trade. Twenty-five years ago Bismarck came to the conclusion that it was inconsistent with German dignity to have to send out her naval reliefs for the China station by British steamships. Accordingly he was anxious for the establishment of a German mail steamship line to the Far East, and tenders were invited for such a line to China and Australia. The Norddeutscher-Lloyd Company undertook the work for a subsidy of £250,000 a year—the first mail subsidy ever paid by the German Government. It proved so unprofitable that the company lost about £70,000 a year on the enterprise. It was such a "bad egg," indeed, that the German Government allowed the contract to be modified, and the service to be readjusted, so as to give the steamship company a better chance of making both ends meet. Later on, when a fresh contract came to be discussed, Herr Ballin, the chief of the Hamburg-American Line, evinced a disposition to cut in. In the result there was for a time a joint service, the Hamburg Company running one or two passenger steamers and a number of freight steamers to the East.

Presumably the consequences were unsatisfactory. Anyhow, an arrangement was come to whereby the Lloyd Company took over the Hamburg Company's passenger boats in the trade with the Far East, and the Hamburg Company confined itself to cargo steamers with a right to provide passenger accommodation of a modest kind, and to a limited extent, in those steamers. The withdrawal from association with the regular passenger service enabled Herr Ballin to boast, as he has done ever since, that his company does not receive a penny in the shape of subsidy from the Imperial Government. But the complaint of the Norddeutscher-Lloyd has been that the Hamburg-American Company has not observed the spirit of the agreement in respect of the China service, and that, by providing a considerable amount of first-class passenger accommodation on its freight boats, it cut seriously into the traffic of its competitors, who bore the original burden of establishing the line, and naturally contended that they ought to have the opportunity of reaping a fair reward now that the enterprise has turned the corner. It is significant that the new agreement between the two companies now provides that on the China line the Hamburg-American Company shall confine itself exclusively to freight steamers.

## THE BRITISH DANGER.

It is possible that British shipping in the Atlantic and Far Eastern trades will feel the influence of the new agreement less seriously than British shipping engaged in other branches of the world's business. All the while the two big German companies were content to go on extending the steamship lines, and exhibiting supreme indifference to each other's interests, their rivals had at least some cause for congratulation. In future it will be very different. "Not only shall we see a friendly arrangement made, wherever existing interests clash, but where one or other of the companies is bent upon an extension it will only carry it out after conference with and with the consent of the other. In effect, the two companies will proceed to carve up the rest of the globe on a prearranged and perfectly amicable plan. Even their pleasure-cruising traffic—a branch of enterprise in which the Germans have proved singularly sagacious—is to be the subject of a delimitation of spheres.

The circumstance is fraught with no little risk to British shipping—to the liner as well as the tramp interest. Germany does not, to anything like the same degree as ourselves, rely on the tramp steamer. She is a great believer in regular lines, and which have their "feeder" in the shape of local lines. Her policy is the creation of a network of services, with the smaller feeding the greater. With the two great German companies working hand in hand, our tramp steamers, as well as our regular lines, will find "competition" keener than ever. Unless, therefore, they are content to lose further ground, they will have to brace themselves up to a great effort. They will have arrayed against them organizations with a total capital of close on £13,000,000, which must of necessity find new avenues of employment for their older boats, and which are accustomed to a policy of systematic development. Moreover, they need fear no difficulty in getting further capital. The Hamburg-American Company for the year 1906 paid 10 per cent, and the Norddeutscher-Lloyd Company 8 per cent. Such dividends, although they may not be maintained at those rates for 1907, are attractive to the German investor. Besides, the German people know that they reap a rich reward from these ever-increasing sea communications. British shipping companies, if they are wise, will not ignore the fact that the next rounds in the contest with the Germans will be more severe than any of their predecessors.

In a telegram to Herr Ballin, the German Emperor gives expression to his lively pleasure at the conclusion of an agreement between the Hamburg-American and Norddeutscher-Lloyd shipping lines. The understanding in question, according to the Hamburg correspondent of the *Frankfurter Zeitung*, regulates the rivalry of the two companies in all points of importance. The Hamburg-American renounces its passenger traffic to the Far East, and in return is allowed to increase its quota in the Transatlantic pool. The correspondent mentioned speaks of the agreement as a wide step in the direction of a German Shipping Trust.

## Daily Telegraph.

A TACOMA steamer of 17th ult. says:—Fire on the American steamer *Trinidad*, loading for Japan, China, and Manila, did damage estimated at from \$55,000 to \$60,000 to-night. The flames were discovered in the fore 'tween decks in cotton which had been stowed during the day. Prompt action prevented a serious blaze. About 600 bales were damaged by fire and water, while some damage was done to the deck beams and stanchions by the heat. Spontaneous combustion is supposed to have been the cause. The burning broke out in the fore 'tween deck, and the flames spread to the main deck.

## BIG FIRE IN BANGKOK.

THE BANGKOK MARKET WIPED OUT.

The *Siam Free Press* of 5th inst. reports:—One of those fires which in Bangkok seem almost inseparable from the Chinese New Year broke out yesterday afternoon in Bangkok in some premises among the labyrinth of lanes lying between the embouchure of the Bangrak creek (Klong Siam), the New Road, and the lane leading to the premises of Messrs. Howarth Erskine, Ltd. The conflagration broke out, it is alleged, in the premises of a map named Chin Thiep at about five minutes past three and by 6 p.m. an area of about 15 or 20 acres and containing 8 separate buildings of various descriptions had been practically devastated including some hundred yards of the frontage of the New Road, and the greater portion of the Bangrak Market. There was a light south-westerly breeze blowing at the time the fire broke out and it had manifestly made some headway before the alarm was given. The narrowness of the lanes and the flimsy material of which the greater part of the houses were built added greatly to the difficulties in the way of the various brigades, who arrived with commendable promptitude. The Police from Bangkok were the first on the scene followed by the Siam Electricity Co., and Navy and Army brigades. One and all worked like Trojans and fortunately water was fairly plentiful except in one or two directions. The mill belonging to Meh Hia, at Wat Sam Ploo, converted its pumps into temporary fire engines as well as providing a portable one which did good work under the direction of the proprietress of the mill. At Messrs. Howarth Erskine's Ltd., steam was not up, owing to its being the Chinese New Year holidays, but as soon as sufficient pressure could be got the hoses of the firm did good work. They undoubtedly saved their own premises and also the adjoining ones of Messrs. Teck Seng and Co., where a very large quantity of Singapore planking and other inflammable material was stored. As it was the flames crossed the lane and gutted the little Mahomedan mosque on the southern side of it, beside doing other damage. But by 5.30 or 6 p.m. all immediate danger of a further spread of the fire was at an end and after that the brigades, with the exception of that of the police, one by one withdrew.

Shortly after the alarm had become general throughout Bangkok, H. M. the King arrived by motor-car. His Majesty remained for about two hours, giving valuable directions to the various heads of departments engaged, while various others of the Royal Princes took an active part in the subjugation of the fire. Several *farangs* also lent valuable aid. Dr. T. Heyward Hays doing yeoman's work in the salvage of the Wat Sam Ploo mill, which had an extremely narrow escape. A big Chinese boat-builder's yard in its vicinity was completely gutted, with it going three or four hulls of motor-boats in their final stages of completion.

The scene in the New Road while the fire was at its height absolutely beggared description. Being a general holiday there were more persons available than usual to rush to see the *façade* of the buildings and to hinder the work of both firemen and householders engaged in salvage work. Motorcars, carriages, rikshas, mingled with gangs of coolies and others carrying goods and with thousands of people of all nationalities formed a kind of congested mass in the narrow roadway which it required all the efforts of the police and military to clear out of the way, and not unnaturally a few broken heads and other casualties of the sort resulted.

As to the extent of the damage done estimates vary and estimates varying from half-a-million to two and even three million taels have been made by persons who ought to know something of the matter. Several of the buildings in the Bangrak market were pawnshops containing more or less valuable stocks of jewelry, but most of this would appear to have been saved. As a general thing the dwellers in the burnt out district were poor folk, Malay sailmakers, Chinese carpenters and fitters and petty traders and the like and most of these would appear to have lost all or the greater part of their worldly possessions. The destruction of the Bangrak Market or, rather, of a considerable portion of it, is perhaps a good thing. Although re-built six or seven years ago it was at best an insanitary kind of a place—a stinking hole, as someone this morning called it, would perhaps best describe it—and the present fire will afford the Government a chance of seeing that the new one is constructed on better sanitary principles.

It is stated that several of the buildings destroyed were insured, but none for any great amount. Beside the Guan Heng boat-building yard hitherto alluded to, an extensive blacksmith's shop belonging to a Chinese as well as several big opium shops were completely destroyed. Messrs. Howarth Erskine, Ltd., had the good fortune to escape with very little damage. Although the flames swept right along the outer wall of the compound, damage was only done to a few outbuildings, etc. The row of Indian traders' and Chinese dealers' shops fronting the New Road between the Bangrak Market proper and the lane leading to Wat Sam Ploo also managed to get off practically scatheless. The fire raged along their back and then was stopped, mainly by the efforts of the brigades and the fact that they had fireproof, or nearly fireproof, walls. There have been various reports as to loss of life but so far as is really known the only case was that of a small-footed Cantonese woman. She was *en route* and either could not get out herself or was forgotten in the general confusion. One Chinaman got a fractured arm and a Malay man had his back and arms badly burned, but beyond this no serious casualties are to be recorded.

Likewise No. 124 was destroyed by Mr. H. H. Gompertz, the Police Court, to-day, and ordered to pay a fine of \$10 for allowing his premises to be used as a public place.

## To-day's Advertisements.

WANTED BY THE UNDERSIGNED.

INFORMATION concerning the whereabouts of THOMAS GREEN (known on the China Coast as "T. H. GREEN") who in 1901 was Second Officer on the S.S. "Yuen Sang" and later on employed in the Quarter Master's Department Manila. In 1902 he was Chief Officer on the American Transport "Columbia."  
HASTINGS & HASTINGS,  
Solicitors &c.,  
No. 38, Queen's Road Central.  
Hongkong, 18th February, 1908. [236]

## HONGKONG TECHNICAL INSTITUTE.

EVENING CLASSES in Engineering, Commerce and Science sections will re-open on MONDAY, February 24th. Students are requested to register their names on THURSDAY, February 20th, or FRIDAY, February 21st, between 6 and 7 P.M. Copies of the Prospectus and Time Table may be obtained on application to the undersigned at Queen's College.  
E. RALPHS,  
Director.  
Hongkong, 19th February, 1908. [237]

## HONGKONG ICE COMPANY, LIMITED.

THE TWENTY-SEVENTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS will be held at the Office of the General Managers at 11.30 A.M., on MONDAY, 2nd March, to receive a Statement of the Company's Accounts to 31st December, 1907, and the Report of the General Managers.  
The TRANSFER BOOKS of the Company will be CLOSED from the 24th instant to the 2nd proximo, both days inclusive.  
JARDINE, MATHESON & Co., LTD.,  
General Managers.  
Hongkong, 19th February, 1908. [138]

## PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, ON SATURDAY, the 22nd February, 1908, at 11 A.M., at their Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street,

A QUANTITY OF ENGLISH JEWELRY.

Comprising—  
DIAMOND RINGS, GOLD CHAINS, BRACELETS, PINS, GOLD WATCHES, NECK CHAINS AND FANCY GOODS;  
ALSO  
MISCELLANEOUS GOODS,  
Comprising—  
NEW ENGLISH OVERCOATS, MACINTOSHES, HATS, SUITS OF CLOTHES, SEXTANTS, BINOCULARS, MICROSCOPES, SHOOTING BOOTS, CLOCKS, BAROMETERS, GOLD CHRONOMETERS by Arnold, SURVEYORS LEVEL, and VALUABLE SINGLE STONE DIAMOND RING;  
AND  
A Valuable Collection of POSTAGE STAMPS, including Typhoon Edition from the Carolines and Fochow 2 cents halved, (about 5,000 stamps).  
Catalogues will be issued.  
TERMS:—As usual.  
HUGHES & HOUGH,  
Auctioneers.  
Hongkong, 19th February, 1908. [239]

## Public Companies.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS.

THE ORDINARY YEARLY MEETING OF SHAREHOLDERS will be held in the Office of the Company, Queen's Buildings, New Praya, on MONDAY, the 24th February, 1908, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 31st December, 1907.

THE TRANSFER BOOKS of the Company will be CLOSED from the 19th to the 24th February, both days inclusive.  
By Order of the Board of Directors,  
THOS. I. ROSE,  
Secretary.  
Hongkong, 20th January, 1908. [76]

## HONGKONG GENERAL CHAMBER OF COMMERCE.

THE ANNUAL MEETING of the Members of the HONGKONG GENERAL CHAMBER OF COMMERCE will be held on MONDAY, the 24th February, 1908, at 4 p.m. in the City Hall, for the following purposes, viz.:—

1. To receive the Report and Accounts of the Committee for the year ended 31st December, 1907.  
2. To elect a New Committee.  
3. To consider the following Resolution:—  
"That in consequence of the importance of the trade existing between this port and Bombay it is resolved under Rule XXIII to increase the number of the Committee from 9 to 10 to 10 as to include a Merchant interested in the Bombay trade."  
4. To transact any general business.  
By Order,  
E. A. M. WILLIAMS,  
Secretary.  
Hongkong, 14th February, 1908. [222]

## HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS.

THE EIGHTY-THIRD ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS in this Company, will be held at the Office of the Company, Hotel Manilla, on TUESDAY, the 25th February, at 12 o'clock Noon, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend, confirming the appointment of a Director and Auditors.

THE TRANSFER BOOKS of the Company will be CLOSED from the 19th to the 24th February, both days inclusive.  
By Order of the Board of Directors,  
W. E. CLARKE,  
Secretary.  
Hongkong, 14th February, 1908. [102]

## Intimation.



## ROBINSON PIANO CO., LD.

INVITE INSPECTION

OF

NEW STOCK

OF

Steinway,

Bechstein,

Russell,

Krauss,

Romhildt,

Werner &amp; Co.

## GRANDS &amp; UPRIGHTS

BUILT UNDER OUR PERSONAL SUPERVISION

EMBROIDING 30 YEARS' LOCAL

EXPERIENCE.



Telephone, 5th December, 1907. [15]

## Intimations.

## PEAK TRAMWAYS COMPANY, LIMITED.

## TIME TABLE.

WEEK DAYS.

7.00 a.m. to 9.30 a.m. ... Every 10 minutes.  
9.30 a.m. to 11.00 a.m. ... Every 15 minutes.  
11.30 a.m. to 12.45 p.m. ... Every 15 minutes.  
12.45 p.m. to 1.15 p.m. ... Every 10 minutes.  
1.15 p.m. to 1.45 p.m. ... Every 15 minutes.  
1.45 p.m. to 2.15 p.m. ... Every 10 minutes.  
2.15 p.m. to 3.00 p.m. ... Every 15 minutes.  
3.30 p.m. to 5.00 p.m. ... Every 15 minutes.  
5.00 p.m. to 8.00 p.m. ... Every 10 minutes.

## NIGHT CARS.

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.

## SUNDAYS.

8.00 a.m. to 9.00 a.m. ... Every 15 minutes.  
9.00 a.m. to 9.30 a.m. ... Every 15 minutes.  
9.30 a.m. to 10.30 a.m. ... Every 15 minutes.  
10.30 a.m. to 11.00 a.m. ... Every 10 minutes.  
11.45 a.m. to 12.00 noon ... Every 15 minutes.  
12.00 noon to 1.00 p.m. ... Every 10 minutes.  
1.00 p.m. to 5.00 p.m. ... Every 15 minutes.  
5.00 p.m. to 6.00 p.m. ... Every 10 minutes.  
6.00 p.m. to 7.00 p.m. ... Every 15 minutes.  
7.00 p.m. to 8.00 p.m. ... Every 10 minutes.

## NIGHT CARS as on Week Days.

## SATURDAYS.

Extra cars at 3.15 p.m., 11.30 p.m. and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, Des Voeux Road Central.  
JOHN D. HUMPHREYS & SON,  
General Managers.  
Hongkong, 4th June, 1907. [17]

## F. BLACKHEAD &amp; Co.,

SHIP-CHANDLERS, SAILMAKERS,  
COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS  
AND GENERAL COMMISSION AGENTS.

GROUND FLOOR,  
ST. GEORGE'S BUILDING,  
HONGKONG,  
SOAP AND SODA MANUFACTURERS.

## SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE  
COMPOSITION RED HAND  
BRAND, HARTMANN'S GREY PAINT  
DANIEL'S PATENT MOTOR  
LAUNCHES,  
&c. &c. &c.

Sole Agents for  
FERGUSON'S SPECIAL CREAM  
and  
P. & O. SPECIAL LIQUOR BUTCHER  
WHISKY, &c.

## EVERY KIND OF

SHIPS STORES AND REQUISITES  
ALWAYS IN STOCK

AT  
REASONABLE PRICES  
Hongkong, 19th March, 1907.











## SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADONIS &amp; Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT	LAST DIVIDEND.	APPROXIMATE PERCENTAGE OF LAST YEAR'S DIV.	CLOSING QUOTATIONS.
				RESERVE.	AT WORKING ACCOUNT.		
<b>BANKS.</b>							
Hongkong & Shanghai Banking Corporation	123,000	\$125	\$125	{ £1,500,000 \$1,500,000 \$150,000 }	12,000,387	{ Final of £2 on old and £1.10/- on new shares for 1 year ending 31.12.07	{ \$70 ex div. & London £77.10/-
National Bank of China, Limited	99,925	£7	£6	{ £12,735 \$12,735 \$1,273,500 }	871,203	\$2 (London 3/8) for 1907	\$51
<b>MARINE INSURANCES.</b>							
Canton Insurance Office, Limited	10,000	£250	\$50	{ \$1,500,000 \$1,500,000 \$150,000 }	none	\$20 for 1906	8 1/2 % \$24 1/2
North China Insurance Company, Limited	10,000	£15	£5	{ £100,000 \$100,000 \$10,000 }	Tls. 204,474	{ Final of 7/6 per share making in all 15/- for 1906=Tls. 2.65	6 % Tls. 85 sellers
Union Insurance Society of Canton, Limited	12,400	£250	\$100	{ \$3,000,000 \$3,000,000 \$300,000 }	1,460,400	{ Final of \$12 making \$42 for 1906 and interim of \$34 for 1907	5 % \$850
Yangtze Insurance Association, Limited	8,000	£100	£60	{ \$1,000,000 \$1,000,000 \$100,000 }	394,520	\$12 for year ending 31.12.07	{ \$152 buyers \$124 buyers
<b>FIRE INSURANCES.</b>							
China Fire Insurance Company, Limited	20,000	\$100	\$20	{ \$1,000,000 \$1,000,000 \$100,000 }	362,980	\$6 and bonus \$2 for 1905	8 1/2 % \$98
Hongkong Fire Insurance Company, Limited	8,000	£250	\$50	{ \$1,000,000 \$1,000,000 \$100,000 }	535,236	\$40 for 1905	12 % \$335 sales
<b>SHIPPING.</b>							
China and Manila Steamship Company, Limited	30,000	\$25	\$25	{ \$7,500 \$7,500 \$750,000 }	\$365	\$1 for 1906	7 % \$14
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$5,000 \$5,000 \$500,000 }	Nil.	\$4 for year ending 30.11.1907	10 % \$40
Hongkong, Canton & Macao Steamboat Co., Ltd.	20,000	\$15	\$15	{ \$3,000 \$3,000 \$300,000 }	\$27,101	\$1 for 1st half-year ending 30.6.07	6 1/2 % \$30 sellers
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	£5	£5	{ £60,000 \$60,000 \$6,000 }	£3,694	5/- for 1906 @ ex 2/4 = \$2.24 per share	3 1/2 % \$40
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	{ Tls. 54,372 \$54,372 \$5,437,200 }	Tls. 13,337	Interim of Tls. 14 for account 1907	11 1/2 % Tls. 46
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	{ £2,000,000 \$2,000,000 \$200,000 }	172,370	Interim of 1/- (Coupon No. 8) for a/c 1907	4 1/2 % Tls. 50
"Star" Ferry Company, Limited	10,000	\$10	\$10	{ \$10,000 \$10,000 \$1,000 }	\$137	{ \$1.00 for year ending 30.4.1907 \$0.50	4 % \$25 buyers
Taku Tug and Lighter Company, Limited	1,000	Tls. 50	Tls. 50	{ Tls. 98,000 \$98,000 \$9,800 }	18,730	Final of Tls. 2 making Tls. 6 for 1906	12 1/2 % Tls. 47 sellers
<b>REFINERIES.</b>							
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ \$450,000 \$450,000 \$45,000 }	10,218	\$8 for year ending 31.12.06	7 1/2 % \$122 sales
Luen Sugar Refining Company, Limited	7,000	\$100	\$100	{ none \$0 \$0 }	Tls. 8,935	Tls. 4 (8 %) for year ending 31.8.06	5 % \$15 sales
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ Tls. 100,000 \$100,000 \$10,000 }	none		Tls. 80
<b>MINING.</b>							
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	{ £150,000 \$150,000 \$15,000 }	£11,356	Final of 1/6 (No. 9) for 1907	7 1/2 % Tls. 151 buyers
Roub Australian Gold Mining Company, Limited	150,000	£1	£1	{ £150,000 \$150,000 \$15,000 }	£11,358	No. 12 of 1/- = 48 cents	3 1/2 % \$82
<b>DOCKS, WHARVES &amp; GODOWNS.</b>							
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	{ \$45,000 \$45,000 \$4,500 }	\$10,335	\$1.75 for year ending 31.12.06	11 1/2 % \$15
Hongkong & Kowloon Wharf and Godown Co., Ltd.	10,000	£10	£10	{ £10,000 \$10,000 \$1,000 }	\$3,047	Interim of \$2 for six months ending June 30th 1907	6 1/2 % { \$56 old \$54 new
Hongkong and Whampoa Dock Company, Ltd.	10,000	\$50	\$50	{ \$100,000 \$100,000 \$10,000 }	\$491,580	\$4 for 1st half-year ending June 30th, 1907	8 1/2 % \$98
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	{ Tls. 1,000,000 \$1,000,000 \$100,000 }	Tls. 10,459	Interim of Tls. 24 for six months ending 31st October, 1907	7 % Tls. 85
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 100	Tls. 100	{ Tls. 100,000 \$100,000 \$10,000 }	Tls. 23,117	Interim of Tls. 8 for account 1907	8 1/2 % Tls. 213 sellers
<b>LANDS, HOTELS &amp; BUILDINGS.</b>							
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ Tls. 15,000 \$15,000 \$1,500 }	Tls. 3,388	Tls. 6 for 14 months ending 28.2.07	6 % Tls. 105
Astor House Hotel Company, Limited (Shanghai)	10,000	\$25	\$25	{ \$25,000 \$25,000 \$2,500 }	\$10,908	\$2 1/2 for year ending 30.6.07	13 1/2 % \$20 1/2 buyers
Central Stores, Limited	50,123	\$15	\$15	{ \$751,845 \$751,845 \$75,184 }	\$9,178	\$1.50 for 1906	13 % \$14 sales
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ \$600,000 \$600,000 \$60,000 }	\$10,225	\$4 for 1st half-year ending 30.6.07	7 1/2 % \$104
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	{ \$5,000,000 \$5,000,000 \$500,000 }	\$15,915	{ Final of \$3 1/2 making in all \$7 for year ending 31.12.07 70 cents for 1907	7 % \$100 buyers
Humphreys Estate & Finance Company, Limited	100,000	\$10	\$10	{ \$1,000,000 \$1,000,000 \$100,000 }	\$4,621	\$2 1/2 for 1906	7 % \$102 sales
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	{ none \$0 \$0 }	\$1,089		8 1/2 % \$50 buyers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	{ Tls. 869,493 \$869,493 \$86,949 }	Tls. 61,978	Interim of Tls. 3 for account 1907	7 % Tls. 108 sales
West Point Building Company, Limited	12,500	\$50	\$50	{ none \$0 \$0 }	\$1,541	{ Final of \$2.10 making in all \$4.10 for year ending 31.12.07	8 1/2 % \$48
<b>COTTON MILLS.</b>							
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ Tls. 150,000 \$150,000 \$15,000 }	Tls. 8,807	Tls. 2 1/2 for year ended 31.10.1907	4 1/2 % Tls. 58 sales
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	15,000	\$10	\$10	{ \$150,000 \$150,000 \$15,000 }	\$14,269	50 cents for year ending 31.7.07	5 % \$10
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 150,000 \$150,000 \$15,000 }	Tls. 85,519	Tls. 6 for year ended 30.9.06 (8 %)	... Tls. 55
Lau-keung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ none \$0 \$0 }	Tls. 31,460	Tls. 8 for 1906	... Tls. 72 1/2
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	{ Tls. 28,257 \$28,257 \$2,825 }	Tls. 50,663	Tls. 50 for 1906	... Tls. 270 buyers
<b>MISCELLANEOUS.</b>							
Bell's Asbestos Eastern Agency, Limited	8,604	£12 1/2	£12 1/2	{ £1,062,939 \$1,062,939 \$106,293 }	£68	1/3 per share for 1906	9 % \$7 1/2
China-Borneo Company, Limited	10,000	\$12	\$12	{ none \$0 \$0 }	Nil.	\$1 for 1904	... \$10 1/2 sales
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	{ Tls. 50,000 \$50,000 \$5,000 }	Tls. 869	Final of Tls. 5 making Tls. 10 for 1905	... Tls. 51 sellers
China Light and Power Company, Limited	50,000	\$1	\$1	{ none \$0 \$0 }	\$25,000	60 cents for year ended 28.2.06	... 16 sellers
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	{ \$1,250,000 \$1,250,000 \$125,000 }	3,293	80 cents for 1907	9 % 18 1/2 buyers
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	{ \$187,500 \$187,500 \$18,750 }	\$2,074	\$1.30 for year ending 31.7.07	7 1/2 % \$17
Green Island Cement Company, Limited	400,000	\$10	\$10	{ \$4,000,000 \$4,000,000 \$400,000 }	\$10,804	Interim of 50 cents per share for a/c 1907	8 1/2 % \$11 1/2
Hall & Holt, Limited	21,000	\$20	\$20	{ \$420,000 \$420,000 \$42,000 }	\$15,002	\$2 1/2 for year ending 28.2.07	11 1/2 % \$21 buyers
Hongkong Electric Company, Limited	60,000	\$10	\$10	{ none \$0 \$0 }	\$2,953	1/- per share for year ending 28.2.07	6 1/2 % \$15
Hongkong Ice Company, Limited	5,000	\$25	\$25	{ \$125,000 \$125,000 \$12,500 }	\$4,361	Interim of \$4 for 1 year ending June 30th '07	9 1/2 % \$240
Hongkong Rope Manufacturing Company, Ltd.	50,000	\$10	\$10	{ \$500,000 \$500,000 \$50,000 }	\$4,212	Interim of 30 cents per share for a/c 1907	8 % \$25
Maatschappij tot Mijlen, Boeken- en Landbouwen	25,000	Gs. 100	Gs. 100	{ Tls. 347,500 \$347,500 \$34,750 }	Tls. 17,127	{ Final of Tls. 7 1/2 and bonus of Tls. 2 1/2 making in all Tls. 10 for 1907	8 1/2 % Tls. 420 buyers
Peak Tramways Company, Limited	25,000	\$10	\$10	{ none \$0 \$0 }	\$2,655	\$1 per share for period from 19th Oct. to 30th Apr. '07	8 % \$23
Peak Tramways Company (new)	50,000	\$10	\$10	{ none \$0 \$0 }	none		... \$2
Philippine Company, Limited	67,500	\$10	\$10	{ none \$0 \$0 }	Dr. P. 34,324	None	... \$7 buyers
Shanghai Gas Company, Limited	24,000	Tls. 50	Tls. 50	{ Tls. 100,000 \$100,000 \$10,000 }	Tls. 7,990	Interim of Tls. 3 1/2 for account 1907	7 1/2 % Tls. 111 sellers
Shanghai Horse Bazaar Co., Ltd.	5,400	Tls. 50	Tls. 50	{ Tls. 67,323 \$67,323 \$6,732 }	Tls. 9,751	Tls. 4 for 1905	... Tls. 45 sales
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	{ Tls. 45,000 \$45,000 \$4,500 }	Tls. 3,354	Final of Tls. 5 and Tls. 10 for 1906	... Tls. 64 sellers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 24,820 \$24,820 \$2,482 }	Tls. 7,843	Interim of Tls. 5 for a/c 1907	7 1/2 % Tls. 130 buyers
Shanghai Waterworks Company, Limited	16,550	£20	£20	{ Tls. 190,000 \$190,000 \$19,000 }	Tls. 85,592	Interim of 15/- for account 1907 (old)	... Tls. 360 buyers
South China Morning Post, Limited	6,000	\$25	\$25	{ none \$0 \$0 }	Dr. \$41,934	Interim of 1 1/3 for account 1907 (new)	... \$20
Steam Laundry Company, Limited	20,000	\$5	\$5	{ none \$0 \$0 }	Dr. \$41,934	None	... \$6 sellers
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	{ Tls. 15,295 \$15,295 \$1,529 }	Tls. 201	Tls. 6 1/2 for year ending 30.4.07	5 % Tls. 97 sellers
Union Waterboat Company, Limited	50,000	\$10	\$10	{ none \$0 \$0 }	\$111	50 cents for 1907	5 % \$10 b ex div.
United Asbestos Oriental Agency, Limited	10,000	\$10	\$10	{ \$35,000 \$35,000 \$3,500 }	\$1,360	{ 80 cents on 9,000 ord. shares and \$1.50 on 100 Founders shares for 1907	8 % \$10
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	{ \$900,000 \$900,000 \$90,000 }	\$5,482	Interim of 30 cents for account 1907	6 1/2 % \$10 1/2
William Powell, Limited	15,000	\$10	\$10	{ none \$0 \$0 }	\$41	{ Final of 30 cts. making 80 cts. for the year ended 30th June, 1906	... \$5 1/2 buyers

\* These shares are entitled to half of the profits.

## Halls.

## MESSAGERIES MARITIMES

FRENCH MAIL STEAMERS.



STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, CALCUTTA, BOMBAY, DJIBOUTI, SOERABAYA, MARSEILLES, LONDON.

HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "ERNEST SIMONS" Captain Girard, will be despatched for MARSEILLES on TUESDAY, the 3rd March at 1 P.M. This steamer connects at Colombo with the Australian line S.S. *Nera* bound for Marseilles via Bombay and Aden. Passage tickets and through Bills of Lading issued for above ports. Cargo also booked for principal places in Europe.

Next sailings will be as follows:— S.S. *TOKIN* ..... 17th Mar. S.S. *POLYNESIE* ..... 31st Mar. S.S. *TOURANE* ..... 14th April. J. MILLET, Agent.

Hongkong, 19th February, 1908. [14]

INDRA LINE, LIMITED. FOR NEW YORK VIA SUEZ CANAL. With liberty to call at Malabar Coast.

THE Steamship "INDRANI" Captain MacFarlane, will be despatched at above on the 22nd February, at 3 P.M., instead of as previously advertised.

For Freight, apply to JARDINE, MATHESON & Co., Agents.

Hongkong, 6th February, 1908. [99]

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, FLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.)

THE Steamship "DEVANHA" Captain T. H. Hild, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 22nd February, at Noon, taking Passengers and Cargo for the above Ports, in connection with the Company's S.S. *Britannia*, 7,000 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding to Marseilles and London, other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Arabia* due in London on 4th April, 1908. Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required. For further Particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 8th February, 1908. [7]

## Intimations.

## ACHEE &amp; CO.

ESTABLISHED 1859.

## FURNITURE,

GENERAL HOUSEHOLD

REQUISITES

&amp;c. &amp;c. &amp;c.

Telephone 250.

AMATEUR WORK RECEIVES PROMPT AND CAREFUL ATTENTION.

Hongkong, 16th May, 1907.

## DEPOT

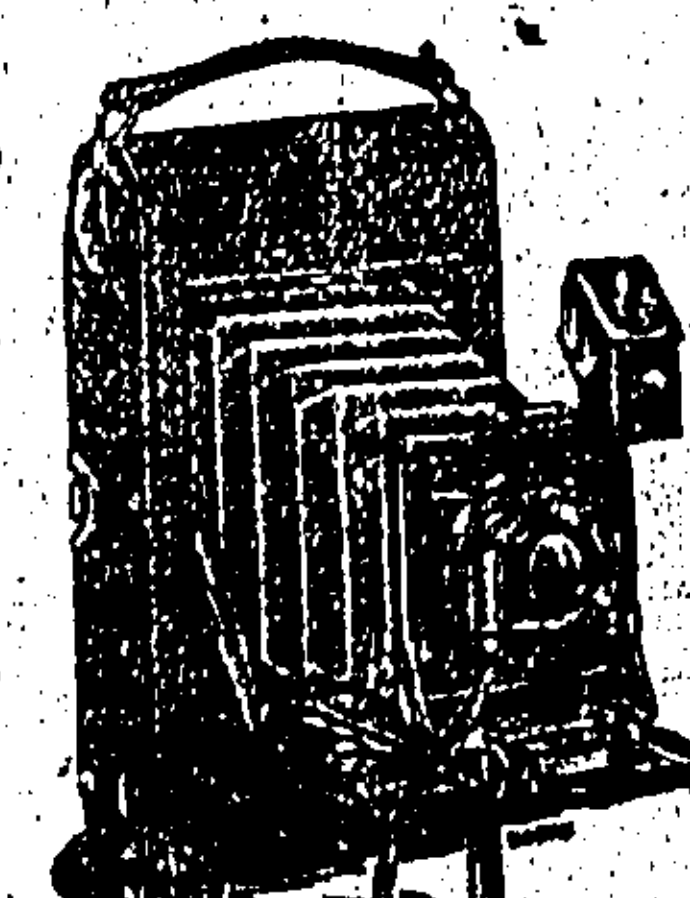
FOR

EASTMAN'S

KODAKS, FILMS,

AND

ACCESSORIES.



The Whisky of Great Age

**DEWAR'S**

IMPERIAL

Sole Agents: BUMANN & BERBLINGER